

# Iron County Register.

BY ELI D. AKE.

OUR GOD, OUR COUNTRY, AND TRUTH.

TERMS—\$1.50 a Year, in Advance

VOLUME XV.

IRONTON, MO., THURSDAY, AUGUST 18, 1881.

NUMBER 5.

## SELLING OUT. SELLING OUT!

Having determined to retire from business, I offer my stock of  
**\$5,000 WORTH OF READY-MADE CLOTHING,**  
For Men, Youths, Boys, and Children,  
**AT COST AND LESS!**

My stock is fresh and of the best quality; and having bought low and for cash, I can sell at figures that

## WILL SURPRISE YOU!

It comprises everything belonging to a regular Clothing Store, including  
Furnishing Goods, TRUNKS, HATS, &c. REMEMBER!

## THIS IS NO HUMBUG!

All is to be sold in the next thirty days at any price!

**PAUL GARNIER,**  
Cheap Clothing Store, Ironton, MO.

### WANTED GOLDEN DAWN

Or, LIGHT on the  
GREAT FUTURE  
In this life, through the dark valley, and in the life  
eternal, as seen in the thoughts of leading authors  
and scholars, among whom are Bishops Simpson,  
Warren, Hurst and Foss, Joseph Cook, Beecher,  
Talmage, Dr. Currie, Dr. Marsh, Dr. McCosh, Dr.  
Crosby, Dr. Cuyler, Geo. D. Prentiss, Dean Stanley,  
Whittier, Longfellow and others. The subjects  
treated are Death, immortality, Millennium and  
Second Advent, the Resurrection, Judgment, the  
Punishment of the Wicked, and the Reward of the  
Righteous. A rich feast awaits the reader of this  
book. It contains the greatest thoughts of the  
world's greatest authors, on subjects of the most  
profound interest to everyone. Not gloomy but  
brilliant. There is not a dull page in the book. It  
is absolutely without a rival. Everybody will read  
it. School Teachers, Students, Young Men and  
Ladies, acting as agents for this book are making  
over \$100 a month. Sell fast. One agent sold 21  
first 15 days, another 46 in 8 days, another 11 in  
one day, another 15 and 8 Bibles in 5 days; a lady  
sold 9 in 10 hours. Secure territory quick. Agents  
wanted for the best illustrated Revised New  
Testament, and for the finest Family Bible ever  
sold by agents. Send for circulars.

**\$1,000 REWARD**  
For any case of Blind, Bleeding, Itching, Ulcerated  
or protruding PILES that DR. HENRY'S PILE REMEDY  
fails to cure. Prepared by J. P. Miller, M. D., 915  
Arch St., Phila., Pa. None genuine without his  
signature. Send for circular. All druggists or  
general stores have it or will get it for you. \$1  
sold in Ironton by W. F. WISNER, Druggist.

### MARBLEIZED IRON MANTELS

ADAPTED FOR  
IRON AND WOOD  
To architects, builders and owners we can  
offer great inducements in MARBLEIZED IRON  
MANTLES AND GRATES. Our iron mantels are  
preferable to marble, slate or any other material  
that can be used for a mantel. They are cheap-  
er, more durable, and ornamental, and need  
only to be seen to be appreciated. Sale and sam-  
ple room, 701 and 703 N. Main St., St. Louis, Mo.  
**B. HORTON & CO.,**  
Manufacturers of Mantels and Grates.  
We also manufacture the celebrated cook  
store "GENERAL" for wood or coal (first  
premium awarded six years in succession at  
St. Louis Fair); together with a full line of  
Cook and Heating Stoves.

**Hotel at Annapolis**  
FOR SALE IMMEDIATELY!  
Together with the Household and Kitchen  
Furniture, &c., thereto belonging. The  
premises containing two lots with Ice-House,  
Stable, and other outbuildings. Also, for  
sale cheap, a  
**FARM OF 160 ACRES,**  
on Black River, 6 miles west of Annapolis.  
For terms, etc., apply to  
**MRS. H. B. PETERS, Annapolis,**  
Iron county, Missouri.

### Don't Fail

To call to see me before doing your purchas-  
ing. I am prepared to accommodate all who  
need

**Saddlery and Harness**  
of any description. The latest improvements  
of patented tools kept on hand.  
**BEWARE OF COUNTERFEITS!**  
To get the best go to W. P. MCCARVER,  
West Main Street, Ironton.  
Collars, Brills, Blankets, Saddlery-  
Hardware, &c., &c., also on hand.

**W. P. MCCARVER.**

### Trustee's Sale.

DEFAULT having been made in the pay-  
ment of two promissory notes described in a  
deed of trust of Harrison Townsend and wife,  
recorded in Iron County Records Book "H",  
p. 408, and the trustee in said deed named  
having died, I, W. A. FLETCHER, Sheriff of Iron  
County, Missouri, at the request of the legal  
holders of said notes and in pursuance of the  
powers in such case by law vested in me, will,  
on **Saturday, the 20th day of August, 1881,**  
at the east front door of the Court-House in  
Ironton, Iron county, Missouri, sell, at public  
auction, to the highest bidder, for cash, Lots  
four and five in the town of Wilsonville, Iron  
county, Missouri, with all the buildings and  
improvements thereon, to satisfy said notes  
and the expenses of this trust.

**W. A. FLETCHER, Sheriff**  
of Iron county, Missouri, Trustee.

### What We Owe to the Railroad

Men.

BY THOMAS CALAHAN.

The history of the railroad system in  
the United States is one of the great  
problems of our political economy.  
Its beginning was so small, its progress  
so rapid, its accumulation of power so  
tremendous, that what men scoffed at  
fifty years ago they tremble at and bow  
to-day.

The railroad as at first introduced in  
the United States, compared with our  
present structures, was a strange look-  
ing thing, being feebly and wonder-  
fully made. First came its great mud-  
sills, and then its ties of split timber,  
notched down over the sills; then its  
string pieces notched down into the  
ties; then the wagon-tire bars of iron  
for rails on top of the string pieces,  
with all perils of snake-heads. When  
the end of an iron bar came loose it  
was apt to come upwards, and if it  
struck a car-wheel above the center  
the rail run up in the bottom of the car  
and speared all it met. At first it was  
thought necessary that every railroad  
should have as many tunnels as possi-  
ble, but after a fair trial it was ascer-  
tained that a railroad could get along  
without one. At first railroads did a  
go-to-mill business—that is, they were  
constructed to run past every little  
ranch that was anywhere near their  
route. But some genius struck out  
with the idea that if the railroad did  
not go to the town, it would come to  
the road, and that started the air-line  
idea. At first railroads prepared to  
connect the navigable rivers, being  
merely an enlargement of the Indian  
of a portage or carrying place. But,  
gathering in strength by combinations,  
they became the rivals of rivers; and  
at last setting all rivers at defiance, in  
the hands of great monopolists they  
have become a power too strong for  
any one State, and a full match for the  
General Government.

But it is not intended just now to  
write a history of railroads; and when  
we speak of railroad men, no reference  
is made to the Jay Goulds or William  
H. Vanderbilts, whom poor people so  
rarely see, and with so little benefit to  
ourselves. The business will be with  
the working force of the roads.

The general public connects with the  
railroad at the station, and the station  
agent is the first official we meet. He  
usually combines the offices of ticket  
agent, freight agent, telegraph opera-  
tor, expressman, baggage master, and  
general business man for the road.  
Where there is much business done at  
a station, he is necessarily closely em-  
ployed, and has full play for all his  
talents in system, tact, and dispatch;  
and having to deal with all sorts of  
people—some of whom do not clearly  
understand his position and duties, and  
so are not fully prepared to make the  
proper allowances—bad feeling may  
arise. But it must be remembered that

he owes his first duty to the company  
that has employed him, and to whose  
interests he must scrupulously attend  
in accordance with the rules laid down  
for his guidance. Everything comes to  
him at a fixed rate, and is charged  
against him, and must be accounted for  
by him. He has no election in the mat-  
ter. These men often come up from  
lower positions in the railroad service,  
and that is a very honorable mode of  
advancement. It shows that a great cor-  
poration that can command any amount  
of service has found them faithful and  
wishes to retain them in its employ-  
ment. As a class, they are really gen-  
tlemen, and when courteously ap-  
proached, will kindly furnish any infor-  
mation or assistance that can be reason-  
ably expected. This is put on record as  
the result of thirty-five years' experi-  
ence and observation in regard to them.

Before entering the cars, let us look  
at the section hands, whose duty it is  
to make the necessary improvements and  
keep the road in repair. On these men  
the responsibility for safe transporta-  
tion mainly rests. Think for a moment  
of the risks of a broken rail, of a faulty  
curve, or of some obstruction on the  
track—for the section hands include the  
watchmen—and think of those men as  
required to turn out day or night, with-  
out regard to the weather, for their  
business cannot be deferred or post-  
poned. The business must go on, and  
in order to do this the track must be  
kept in good condition at all times. A  
section boss has a very responsible po-  
sition. The safety of life and property  
is largely in his hands, and for a man  
to hold that situation is a stronger proof  
of faithfulness and good judgment, well  
proven, than is furnished by member-  
ship in the Legislature. But it is not  
merely the safety of the freight and  
passengers that must be considered,  
but in this work there is a field for a  
great deal of good taste in keeping a  
road-bed neat and clean, and this no  
judicious company will overlook. But  
it is also the duty of the section boss to  
appraise stock killed by the cars, and  
this is perhaps one of his most vexat-  
ious duties. But having had experi-  
ence in this matter, also, it is put on  
record that, when treated courteously,  
the writer has always found them open  
to reason and willing to do right as far  
as possible. And when an outsider can  
draw one of those men into conversa-  
tion, or will carefully watch him at  
work, it is astonishing what an accu-  
rate knowledge of curves and grades  
will be shown.

One of the best spent fifteen minutes  
which the writer can now recall, was  
spent in talking to a section hand on a  
railroad in Indiana. They were at  
work on a curve, and the information  
given to the writer was in regard to the  
precise amount of curve to be given to  
a rail per foot on a curve of a given ra-  
dius. Although he was a section hand,  
he was no slouch as a mathematician.  
And on the Iron Mountain road the  
writer knows section men the accuracy

of whose practical scholarship in their  
business is very fine.

Having obtained our tickets from  
the agent at the station, and inter-  
viewed the section hands while waiting  
for the train, let us now enter the cars.  
And here the first official that meets  
us is the conductor, who usually has a  
letter of introduction to the passengers  
on his cap or the breast of his coat. In  
respect to tickets, he is a gentleman of  
very taking ways. If courteously ap-  
proached, he will, in almost every case,  
give any information in his power; but  
he has no time for long explanations,  
for his time is fully engaged. He has  
full charge. He must pass through the  
train between stations, and see that  
every subordinate is in his place, and  
that the train is going according to the  
schedule; that order is maintained, and  
that all have their just rights. Under  
the pressure of these varied duties even  
intimate friends cannot expect long  
conversations with the conductor. A  
cordial grasp of the hand, a pleasant  
look, and a kind word in passing, are  
as much as an acquaintance can justly  
claim or expect. It must be remem-  
bered that his duties are to the road  
and the train, and must be discharged  
fully and punctually, and everything  
else be kept subordinate. Many of our  
most effective conductors enter the cars  
over the brakes, at which they stay  
until they have obtained a thorough  
knowledge of the road, and have fully  
shown their fitness for promotion. As  
a rule this comes somewhat slowly, on  
account of the great responsibility of  
the position; and yet it is question  
whether there is any other branch of  
service in which judicious promotion  
is more rapid, or whether any class of  
corporations can excel railroads in the  
intelligence and effective faithfulness  
of their employees. It is certain that  
neither the General Government nor  
that of any State can excel them.

We will regard the brakeman as a  
conductor in the positive degree. But  
there is a man in the cab that requires  
very respectful consideration and care-  
ful study. The engineer on a railroad  
train is in a very responsible position,  
and one with which there are more  
dangers connected than with any other  
position on the train. He must so  
control and apply the motive power  
that the train will run steadily and  
safely, and he must keep a constant  
lookout ahead for dangers of all kinds.  
He cannot take anything on trust; that  
is, he cannot assume that because he  
passed safely yesterday, therefore he  
will to-day. He goes foremost into  
danger, and has three chances to be  
killed or crippled to any other man's  
one. But this is not all. Owing to the  
position of the cab in respect to the  
driving wheels, the motion of the cab  
is very different from that of the cars,  
and it appears that it produces an inju-  
rious effect on that part of the spinal  
cord which is next the brain. But as  
it is true that a man who drinks will  
rarely admit that liquor hurts him, and

as he that uses tobacco cannot be con-  
vinced that it injures his nerves to be  
narcotized, so it is hard to make a rail-  
road engineer believe that his work is  
hurting him. And yet it is an estab-  
lished fact, that sleepless anxiety, and  
the effect of the peculiar motion of the  
cab on the brain, lay aside a great many  
engineers. In almost any one of our  
great railroad centers, fifty men can be  
found who have left the cab for this  
cause. The difficulty manifests itself  
in two ways. First, there is color-  
blindness, an inability to distinguish  
the colors of signals, so that they are  
worse than useless, and the engineer  
must be put on other work. And there  
are strange, weird stories told us of en-  
gineers who see phantoms—stories of  
men who do not use either alcohol or to-  
bacco, and yet see, not exactly the man  
with a poker, but his relatives. One  
man who always saw a black horse run-  
ning ahead of his train, and had been  
known to pass a station at the rate of  
fifty miles an hour in trying to catch  
the horse. Another always saw an In-  
dian riding beside the cab, at whom he  
and the fireman—who also saw him—  
would fire pistols and throw lumps of  
coal. And still another who always  
saw a farm wagon and team smashed  
up when he passed a cross road, and  
would stop the train and go back and  
examine. Some excellent engineers,  
being men of fine nervous organiza-  
tion, cannot stand the work but a few  
years, whilst others, being differently  
constituted, bear up under it a lifetime.

Many of our best engineers enter the  
cab over the tender—that is, they begin  
as firemen—whilst others have served  
a regular apprenticeship at engine mak-  
ing. It is safe to regard the fireman,  
as a rule, as an aspirant for an engi-  
neer's position.

And now that we have reviewed  
these various classes of employees in  
detail, what do we owe them? Their  
position is that of Labor, which con-  
nects Capital with Development and  
Prosperity. We owe them respectful  
consideration and sympathy for their  
toil and sweat; for their anxieties and  
watchful cares; for their weary days  
and sleepless nights—from all of which  
we gather the pleasant fruit. We owe  
them all sympathy and aid in the per-  
formance of their weary duties. If  
railroads are a public benefit, then  
every employee on a railroad is in some  
way a public assistance, and is useful,  
and the fact should be recognized. We  
owe to them to remember that whilst  
railroads are a public benefit—that is, as  
a rule they impart more than they re-  
ceive—yet they are built to make money  
for those who invest in them, and so  
must be paid for what they do. It will af-  
fect the business of a great corporation,  
there must be a system of checks and  
balances, and an inviolable order; there  
can be no preferred claims. Everything  
must come up in its turn and proper  
time, and so whilst it takes some time  
to get around, it is best to be patient.